

1) Vessel name -MARIA M.

flag Italian

IMO 9301885

ident number or other rel reg number : 039 I.R.

2) A copy (or description) of the ship's voyage plan in place at the time of entry into the North American ECA, including the vessel's port of origin and port of destination, and the name of the first U.S. port of arrival;

Intended WPs into ECA area :

1) 38 26.5 n - 067 50.2 w

2) 40 08.0 n - 073 13.0 w

3) 40 23.0 n - 073 42.0 w

4) 40 27.0 n - 073 46.0 w

Origin : Bonny (Nigeria)

Dest : New York (USA)

3) When the vessel first received notice it would be conducting a voyage involving transit in the North American ECA, and the vessel's location when it first received such notice;

abstract of Voy orders rcvd on 04 Nov 2013, Vsl in Nigerian Terr Waters :

---qte---

UPON SAILING NLNG LOADING TERMINAL, BONNY RIVER, BONNY TERMINAL MASTER TO ISSUE SAILING TELEX WITH FULL BILL OF LADING DETAILS AND PROCEED TO NEW YORK FOR ORDERS. DISCHARGE INSTRUCTIONS TO FOLLOW. WE SHALL REQUEST MASTER TO APPLY SCAC CODE IF NECESSARY EN ROUTE ONCE FIRM DISCHARGE ORDERS RECEIVED.

---unqte---

4) The date and time the ship operator expects to enter and exit the North American ECA, as well as the projected days on which the ship's main propulsion engines will be in operation

Enter : 25 Nov 2013 at 13:00 lt

Exit : 30 Nov 2013 at 08:00 lt

Estimated : 60 hrs

5) The sulfur content of the fuel oil that will be used when entering and operating in the North American ECA;

2,32% (see attachment)

6) A description of the actions taken to attempt to achieve compliance prior to

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entering the North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available (e.g., compliant fuel oil was not available at ports on ?intended voyage;? fuel oil supply disruptions at port; etc. As mentioned above, the United States government does not consider the cost of compliant fuel oil to be a valid basis for claiming the non-availability of compliant fuel oil). Include names and addresses of the fuel oil suppliers contacted and the dates on which the contact was made;

Vsl's rcvd las bunker at Off-shore Tema, no LSFO available (see prev comm.)

- 7) In cases of fuel oil supply disruption, the name of the port at which the vessel was scheduled to receive compliant fuel oil and the name of the fuel oil supplier that is now reporting the non-availability of compliant fuel oil;

Vsl's scheduled to receive LSFO/LSDO on arrival at NY

- 8) If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, for example with respect to viscosity or other fuel oil parameters. Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends;

as at "7"

- 9) The availability of compliant fuel oil at the first port-of-call in the United States, and your plans to obtain that fuel oil;

TBA

- 10) If compliant fuel oil is not available at the first port-of-call in the United States, the lowest sulfur content of available fuel oil, or the lowest sulfur content of available fuel oil at the next port-of-call in the United States;

as at "5" and attachment

- 11) If the vessel has operated in the North American ECA in the prior 12 months, provide the names of all U.S. ports visited, the dates of the port calls, and whether the vessel used compliant fuel oil;

- 1) New York fm 03 Aug 2013 to 06 Aug 2013 / Compliant
- 2) Yorktown fm 08 Aug 2013 to 11 Aug 2013 / Compliant

- 12) If the vessel or owner/operator has submitted a Fuel Oil Non-Availability

Report to the United States government in the previous 12 months, identify the number of Fuel-Oil Non-Availability Reports previously submitted, and provide details on the dates and ports previously visited while using non-compliant fuel oil; and

none basis on above (item 11)

- 13) All relevant contact information, including the ship master, ship operator, legal agent in the United States, ship owner, and any related parent companies. Also include a designated corporate official who is authorized to answer additional questions relating to claims of fuel oil unavailability and his or her full contact information.

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Best regards

Panagiotis Papadimitriou

Fleet Operator

For and On Behalf of Millenia Maritime Inc.

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